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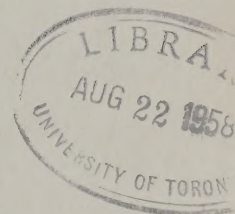
Ontario - Hydro-Electric Inquiry
Commission, 1922-1924

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HYDRO-ELECTRIC INQUIRY COMMISSION

(HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO)

Reports on investigation of accounts



REPORT DATED JANUARY 24, 1923
ON PROPOSED RADIAL RAILWAYS

VIZ:

Toronto and Eastern Railway
St. Catharines and Niagara Falls Railway
Hamilton, Galt, Elmira and Guelph Railway
Hamilton, Brantford, Woodstock and London Railway
Chatham, Wallaceburg and Lake Erie Railway
Toronto Suburban Railway
and
Niagara, St. Catharines and Toronto Railway Company

Price, Waterhouse & Co.

ROYAL BANK BUILDING

TORONTO, ONT., CANADA

PRICE, WATERHOUSE & CO.

CANADA, UNITED STATES, MEXICO,
GREAT BRITAIN.

CONTINENTAL EUROPE, ETC.
PRICE, WATERHOUSE, PEAT & CO.
SOUTH AMERICA
PRICE, WATERHOUSE, FALLER & CO.
ALSO, GREAT BRITAIN
W. B. PEAT & CO.

ROYAL BANK BUILDING

TORONTO

January 24th, 1923

W. D. Gregory Esq., Chairman,
Hydro-Electric Inquiry Commission,
Toronto, Ontario.

Dear Sir:

In accordance with your instructions, we have made inquiry in respect of the following proposed radial railways, the accounts of which were included in, and formed a part of the accounts of the Hydro-Electric Power Commission of Ontario,

Toronto and Eastern Railway
St. Catharines and Niagara Falls Railway
Hamilton, Galt, Elmira and Guelph Railway
Hamilton, Brantford, Woodstock and London Railway
Chatham, Wallaceburg and Lake Erie Railway
Toronto Suburban Railway and
Niagara, St. Catharines and Toronto Railway Company

and now beg to report as follows:

As the By-laws passed by the municipalities interested in the construction and operation of these railways and all agreements made between the municipalities and the Hydro-Electric Power Commission have been declared null and void by The Municipal Electric Railway Act of 1922, Section 29 (2) with the exception of the Toronto Suburban Railway, which is dealt with by the Toronto Suburban Railway Act of 1922, and the Niagara, St. Catharines and Toronto Railway Company which is dealt with in Section 29 (4b) of The Municipal Electric Railway Act of 1922, and inasmuch as no debentures have been issued by the municipalities in respect of the aforementioned railways, we confine our remarks to the expenditures made by the Commission and the sources from which the funds were obtained.

As requested by certain municipalities and under authority of Orders-in-Council dated March 13, 1914, August 31, 1916, and April 4, 1921, the Commission made surveys and studies in respect of the construction and operation of the foregoing proposed railways and reported thereon. Up to October 31, 1921, the Commission made the following expenditures in connection therewith which were charged to the Province of Ontario during the fiscal year ending October 31, 1921

Railway	Up to Oct. 31 1920	Fiscal Year ending Oct. 31, 1921	Total
Toronto and Eastern Railway	\$ 43,946.40	\$ 962.84	\$ 44,909.24
Hamilton, Galt, Elmira Railway	35,491.07	-	35,491.07
Hamilton and London Railway	17,674.34	2,276.30	19,950.64
St. Catharines and Niagara Falls	25,620.85	-	25,620.85
Toronto Suburban Railway	5,175.05	-	5,175.05
Chatham, Wallaceburg and Lake Erie Railway	-	5,028.74	5,028.74
Niagara, St. Catharines and Toronto Railway Company	1,005.27	465.61	1,470.88
Total	\$128,912.98	8,733.49	137,646.47

The expenditures as above in the amount of \$128,912.98 made up to October 31, 1920, were disbursed out of funds held by the Commission. In this connection, Mr. C. T. Clarkson, F.C.A. states as follows in his 1920 audit report on the accounts of the Hydro-Electric Power Commission of Ontario:

"Officers of the Commission state that instead of asking for an appropriation by the legislature out of which to make such expenditures at the cost of the Province, the moneys mentioned were disbursed out of funds in the hands of the Commission and capitalized upon its books in the expectation that construction of the railway would be proceeded with, when with the sale of securities for such purpose, the moneys disbursed would have been repayable to the Commission as a part of the costs of construction of such railway."

During the fiscal year ending October 31, 1921, the Province advanced to the Commission \$150,000 for engineering investigations and expenditures covering surveys, by-laws and reports under the Hydro-Electric Railway Act, and expenditures of the Commission in the preparation and submission of data to the Royal Commission. Up to October 31, 1921, the Commission had made expenditures in connection with proposed Hydro-Radial Railways aggregating \$486,995.70, which, of course, included the expenditures previously mentioned in this report, and which are shown in detail on Exhibit IIIg in the "General Report on Financial Accounts" of the Hydro-Electric Power Commission prepared by us.

The balance of \$336,995.70 representing the difference between the total expenditures made by the Commission in the amount of \$486,995.70 and the \$150,000 advanced by the Province therefor, has been charged to the Province and appears as an Account Receivable in the balance sheet of the Commission at October 31, 1921.

To provide for the payment of the \$336,995.70 as above, a Treasury Board Minute was passed on October 23, 1921, pursuant to Section 26 of the Audit Act, stating that the sum of \$4,855,304.88 should be placed to the credit of the Provincial Treasurer to meet expenditures of the Hydro-Electric Power Commission. This amount included the sum of \$359,068.66 to reimburse the Commission in part for expenditures on account of the Province which at October 31, 1921, comprised the following:

Particulars	Amount
Hydro Radial Railways	\$336,995.70
Power Investigations, Surveys etc.	24,086.20
<u>Together</u>	<u>\$361,081.90</u>

Upon inquiry we have been informed by the Accountant of the Hydro-Electric Power Commission that the \$361,081.90 has not yet been paid.

TORONTO SUBURBAN RAILWAY

An Act known as "The Toronto Suburban Railway Act of 1922" was passed by the legislature of the Province of Ontario and assented to by the Lieutenant-Governor on June 13, 1922, providing for the acquisition of the Toronto Suburban Railway by the Hydro-Electric Power Commission of Ontario. However, we have been informed that the agreement covering the purchase of the railway has not been completed up to the present time.

Yours very truly,

Rice Watson

TORONTO MUNICIPAL HISTORY

An Act known as "The Toronto Municipal History Act of 1912" was passed by the Legislature of the Province of Ontario and contained to by the Lieutenant-Governor on June 1st, 1912, providing for the acquisition of the Toronto Municipal History by the City of Toronto. Ever Commission of Ontario. However, we have been informed that the agreement covering the purchase of the history has not been completed up to the present time.

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